

# Weekly Citizen

ALBUQUERQUE, N. M., JAN. 2, 1894.

## RAILROAD NOTES.

The smallest coal-burning locomotive in America is the work of C. D. Young, of Denver.

Southern roads are handling greater orange shipments than ever before in their history.

The largest locomotive was built four years ago for the Northern Pacific, 325,000 pounds weight.

Contracts involving \$1,000,000 have recently been let, which call for the completion of the Tehuantepec road by April 1.

Missouri Pacific earnings for the third week of December decreased \$44,000, making a decrease of \$2,351,000 during last year.

A new plan is on foot to establish a line between Salt Lake and Los Angeles. It is stated that the scheme will be backed by New York capitalists.

Arthur Whiting, who was dismissed from the Wadsworth, has taken a passenger run on the main line, and has removed his family from California to Las Vegas.

A meeting of all transcontinental lines will be held in Chicago January 4. The avowed object is to settle all grievances and arrange for a maintenance of passenger rates.

The Chama New Mexican says: There is a rumor to the effect that the Rio Grande will remove their depot and switchers from Alamosa to Lumberville three miles west.

It is stated that Mayor Carlson of San Diego has obtained in the City of Mexico the concession and a large bonus for building a railroad across lower California from San Diego to Yuma.

The center of activity of railroad building in America is in Mexico. The Mexican lines are all racing to see which will be first to Acapulco, the supposed coming port of the south Pacific coast.

The Mexican National railway has issued a handsome topographical map of the Republic of Mexico. It shows the location of all the roads, rivers and of all the transportation lines in Mexico.

The Louisville & Nashville is a party with the Chicago and Rock River lines in making conference rates to the Chicago, Milwaukee, St. Paul, but other southern lines say they will make no reduction.

The Amcott Miner says: Soon you will hear the welcome cry "Change cars for Creede, Antonito, Durango and Santa Fe." This train goes to Amcott, Texas, Las Vegas, Alpine, and points on.

Eastbound shipments from Chicago show a considerable increase since the railroads began to run this fall. Last week they amounted to 77,000 cars against 58,667 for the previous week, and 58,511 for the corresponding week of last year.

The truck lines in the year ending November 30, delivered their combined west of the Mississippi 1,470,000 tons of freight, against 1,360,000 in the corresponding year, amounting November 30, 1892, decrease thus year, 7.61 per cent.

Some twenty teams are at work at Devil's Gate, a point nine miles west of Corrales, in filling up the washouts. This force will be increased and in due course take charge of other work of like character. Contractor T. F. Moore has the contract.

Judging from the statement of earnings of the Southern Pacific railroad, the wave of depression that swept over the country appears to have done less injury to the Pacific coast than to any other section of the United States. The gross earnings of the Southern Pacific for the year ended November 30, 1893, amounted to \$40,137,000. This is \$261,000 less than for the same time last year.

The Southern Pacific railroad is being overrun with tramps, who are the principal tourists now traveling on the road. It is denied, however, that the company will resort to the extreme measure of destroying them with ball and powder at the hands of train employees, as has been rumored. It is said that the aid of Pinkerton detectives will be invoked to help rid the road of the free and paupers.

P. J. Flynn, of Trinidad, has gone to Chicago to meet Chairman Caldwell and Secretary McCollough, of the Western Passenger association. Mr. Flynn was recently selected by the lines to act with Messrs. Caldwell and McCollough in arranging for equitable division of the emigrant business into the western territory. It is estimated that the emigrant business contributes \$5,000,000 to \$10,000,000 a year to the twenty-eight lines in the Western Passenger association.

Joint local passenger tariff No. 3, of the Pecos Valley Railway company, went into effect yesterday. This tariff provides that all passengers failing to buy tickets before getting on the cars will be charged "train rates," or, in other words, tickets between Eddy and Pecos are sold for \$3. If fare is paid after getting on the train the charge will be \$4.25. The difference, in cost between "ticket rates" and "train rates" is proportionately increased between all other points on the line.

Arthur Dudley Vinton, attorney for the Prescott & Arizona Central railroad, has filed a petition for the appointment of a receiver for the Atlantic & Pacific railroad. The petition is for the appointment of a receiver for the Atlantic & Pacific railroad.

The pickled olives of trade are put up very carefully by the packers. They must first be pickled by hand several weeks before they are matured. After being pickled they are steeped in caustic soda and water. They are soaked and pickled in brine for several days.

New York city. This afternoon the reporter inquired of Jessie M. Whealock, and ascertained from him that he had an option on the Whiting building from Mr. Cromwell for \$40,000. Mr. Whealock further states that there is no question but the offer would be accepted. Mr. Cromwell has no less than \$150,000 worth of real estate in this city, and this purchase shows his further appreciation.

**WHY HANK ISN'T NOTH' NOW.**

Instead of being a Billed Kite and They Can't Stop It,

When Hank Taylor was put on trial at Strawberry Hill for killing Steve Brown, says the Arkansas Monk Standard, he pleaded guilty, and in addition spoke to the crowd he said:

"In case you're hating me, I try people to do what I'm doing. If you don't do it, I won't do it, and that's right."

What is this? Is the prisoner in question Bill Fulton, who was acting as jury?

Now I want to be frank with a few more. I'm doing what is respectable and I want to do that way. Then I want to be a bad duck. I was brought up to be a good duck, and I don't want to be a good duck. I have my bad duck side, and I want to be a good duck."

The Arkansas Monk Standard says:

"The Arkansas Monk Standard is an average of eleven weeks of bad duck day."

Albert Steiner, of the Standard, says:

"I think he's a good duck."

Hank got off on a technicality, and the Arkansas Monk Standard says:

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